

Subject: INFORMATION: Passenger Cabin Interior Doors

Date: MAY 9 2000

From: Manager, Transport Standards Staff, ANM-110

Reply to 00-113-1018
Attn. Manager,
Airframe &
Cabin Safety

To: SEE DISTRIBUTION LIST

We have received a request for policy from the Ft. Worth Aircraft Certification Office and the Ft. Worth Special Certification Office, regarding the use of interior doors in passenger compartments on Boeing Business Jets (737-700IGW). The purpose of this memorandum is to clarify the regulation, policy, and the Boeing Business Jet Exemption No. 6820A, relative to these installations.

Sections 25.813 (e) & (f) of the Federal Aviation Regulations are the regulations governing interior doors in passenger compartments. Section 25.813(f) allows the installation of an interior door between a passenger compartment and a required emergency exit, provided the door installation meets the conditions specified in that section. Section 25.813(e) prohibits the installation of a door between passenger compartments.

Boeing Business Jet Exemption No. 6820A grants partial relief from § 25.813(e), in that it allows a door to be installed between passenger compartments provided the installation meets limitations outlined in the exemption. These limitations are significantly more restrictive than the conditions specified in § 25.813(f).

For purposes of determining whether or not a compartment is a "passenger compartment," any compartment with a seat that can be legally be occupied by a passenger for takeoff and landing is considered a passenger compartment. If the only seats in a compartment are flight attendant or crew rest seat(s), this compartment is not considered a passenger compartment.

In summary, a door may be installed between a passenger compartment and a required exit under the provisions of § 25.813(f), and the conditions of Exemption 6820A are not germane. A door installed between passenger compartments in a Boeing Business Jet is subject to the conditions contained in Exemption 6820A.

It should be noted that the Federal Aviation Administration (FAA) has recognized that, while currently permitted by the regulations, an interior door installed between a passenger compartment and a required exit may compromise the safety objective of providing unobstructed access to required emergency exits. The FAA issued Notice of Proposed Rulemaking (NPRM) 96-9 on July 24, 1996, in an effort to obviate this type of interior door. This NPRM is pending and has not been issued as a final rule.

If you wish to discuss this matter further, you may contact Jeff Gardlin, ANM-115, at (425) 227-2136, or Ross Landes, ANM-113, at (425) 227-1071.

Signed by Franklin Tiangsing
For
Dorenda D. Baker

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